

Claims:

1. A body frame structure comprising a front subframe that supports drive train parts including a power supply, steering system parts including a steering gear box and suspension system parts including a front suspension or an adjusting mechanism for adjusting a caster angle and which is supported on a body side, the body frame structure being characterized in that;

the front subframe is a frame that is formed substantially into a shape of parallel crosses or into a rectangular shape and which comprises a front cross member, left and right front joint portions which are connected to left and right end portions of the front cross member, a left longitudinal member that extends rearwards from the left front joint portion, a right longitudinal member that extends rearwards from the right front joint portion, left and right rear joint portions which connect to distal ends of the left and right longitudinal members, respectively, and a rear cross member that connects to the left and right rear joint portions, and in that

the left and right front joint portions and the left and right rear joint portions are made of an aluminum alloy die-cast product, and the left and right longitudinal members are made of an aluminum alloy wrought product.

2. A body frame structure as set forth in Claim 1,

characterized in that the left and right longitudinal members are divided into left and right front divided portions and left and right rear divided portions and the left and right rear divided portions and the left and right rear joint portions are made integrally of an aluminum alloy die-cast product, and in that a left reinforcement member that is formed of an aluminum alloy wrought product is extended from the left front divided portion to the left rear joint portion so that the left reinforcement member is fixed to the left rear divided portion and the left rear joint portion, while a right reinforcement member that is formed of an aluminum alloy wrought product is extended from the right front divided portion to the right rear joint portion so that the right reinforcement member is fixed to the right rear divided portion and the right rear joint portion.

3. A body frame structure as set forth in Claim 1 or 2, characterized in that a stabilizer adapted to suppress the inclination of a body is fixed to the left rear joint portion and the left reinforcement member and/or the right rear joint portion and the right reinforcement member, whereby the stabilizer is made to be fixed in such a manner as to straddle the die-cast product and the wrought product.

4. A body frame structure as set forth in Claim 1, characterized in that the rear cross member is formed of an aluminum alloy die-cast product and the steering gear box is

supported on the rear cross member.

5. A body frame structure as set forth in Claim 4, characterized in that the left and right rear joint portions and the rear cross member are formed integrally of an aluminum alloy die-cast product, and the front cross member and the left and right longitudinal members are formed of an aluminum alloy extruded product.

6. A body frame structure as set forth in Claim 1, characterized in that a location to which the adjusting mechanism is joined is formed of an aluminum alloy die-cast product.

7. A body frame structure as set forth in Claim 6, characterized in that the front suspension is supported at the location to which the adjusting mechanism is joined, and a positioning mechanism adapted to position the front subframe on the body side is formed integrally with the location to which the adjusting mechanism is joined.

8. A body frame structure comprising a front subframe that supports drive train parts including a power source, steering system parts including a steering gear box and suspension system parts including a front suspension and which is supported on a body side, the body frame structure being characterized in that;

the front subframe is a frame that is formed substantially into a shape of parallel crosses or into a

rectangular shape and which comprises a front cross member, left and right front joint portions which are connected to left and right end portions of the front cross member, a left longitudinal member that extends rearwards from the left front joint portion, a right longitudinal member that extends rearwards from the right front joint portion, left and right rear joint portions which connect to distal ends of the left and right longitudinal members, respectively, and a rear cross member that connects to the left and right rear joint portions, and in that

the rear cross member is formed of an aluminum alloy die-cast product, and the steering gear box is supported on the rear cross member.

9. A body frame structure as set forth in Claim 8, characterized in that the left and right rear joint portions and the rear cross member are formed integrally of an aluminum alloy die-cast, the left and right front joint portions are formed of an aluminum alloy die-cast product, and the front cross member and the left and right longitudinal members are formed of an aluminum alloy extruded product.

10. A body frame structure comprising a front subframe that supports drive train parts including a power supply, steering system parts including a steering gear box and suspension system parts including a front suspension and an adjusting mechanism for adjusting a camber angle or caster angle and

which is supported on a body side, the body frame structure being characterized in that;

the front subframe is a frame that is formed substantially into a shape of parallel crosses or into a rectangular shape and which comprises a front cross member, left and right front joint portions which are connected to left and right end portions of the front cross member, a left longitudinal member that extends rearwards from the left front joint portion, a right longitudinal member that extends rearwards from the right front joint portion, left and right rear joint portions which connect to distal ends of the left and right longitudinal members, respectively, and a rear cross member that connects to the left and right rear joint portions, and in that

a location to which the adjusting mechanism is joined is formed of an aluminum alloy die-cast product.

11. A body frame structure as set forth in Claim 10, characterized in that the front suspension is supported at the location to which the adjusting mechanism is joined, and a positioning mechanism adapted to position the front subframe on the body side is formed integrally with the location to which the adjusting mechanism is joined.